

POLICEMEN WERE KEPT BUSY.

ONE DAY'S RECORD OF ACCIDENTS AND DEATHS AT PLATTSBURGH, L. I. An insane man pursued through the streets, another man a victim of the deadly trolley, an almost instant death from a fall down a flight of stairs, the sudden death of a woman while sitting in her chair, and a runaway accident, is the record of the town, and have since midnight Friday, and the police of the town have had all they could do to attend to the injured and dead.

Enoch Breston, a colored man, sixty-four years old of Third-st., Coney Island, is at the Kings County Hospital with his ribs broken, his shoulders dislocated and his head badly cut. Breston is the victim of the trolley car. He was driving along the Coney Island Road, and at the corner of Vanderbilt-st. trolley car No. 311 crashed into the wagon. Breston was thrown from the wagon, the ground, his wagon smashed, and his horse injured. He was picked up unconscious, and carried into an undertaker's shop in Vanderbilt-st., where he remained for two hours before he was removed to the hospital. After the accident the car proceeded, but its number was taken by a witness, who informed the police. The patrol wagon came from the Town Hall, but another car had turned up that contained the immediate attention of West. He lives in Fort Hamilton-ave., and is employed by a florist near Greenwood Cemetery. West was in a chair at Joseph Mason's barber shop, a few doors from the place where Breston was lying. Suddenly West sprang from the chair and dashed for the door, screaming, "They're after me!" A number of men in the place all rushed after West, who was running down the road. The crowd closed in on him, and he could do no more, but he suddenly fainted and was taken into a drug store. By this time the patrol wagon arrived, and West was placed in the wagon, and taken to the hospital, ten miles away. The wagon then returned for Breston, who had been suffering for proper medical attention.

Commander Gillis to Retire. Commodore James H. Gillis, of the Navy, who is the most favorable and conspicuous record of active service, goes on the retired list today, having reached the age of sixty-two years. When on the ship supply, in 1860, during the prevalence of a typhoid fever in the harbor, he was the only one of a party of three of the crew of a fondered vessel, and was made an honorary member of several societies of Montevideo, also receiving the thanks of the Argentinian Minister. He was on active service at the blockade during the whole of the Civil War, and in 1862 was ambushed at Slauvin's Bluff by a battery and two regiments of Infantry. He captured the battery and drove the Confederates back, for which he received a commendation from the Secretary of War. He was also commended the iron-clad Milwaukee, West Gulf Squadron, and at Mobile Bay, on March 28, 1865, in an engagement with Spanish Fort, his vessel was sunk by a rebel torpedo. He commanded a naval battery on shore at the siege of the fort until the fall of the work. He was on the gunboat Valencia at the time of the capture of the rebel fort, when she was carried a mile in shore, and for services to the British government he received the thanks of the British Government. Carpenter to the grade of commodore.

THE STATE TRADE. Baltimore, May 13.—Flour—Steady; unchanged; sales 120 bbls. Wheat—No. 2 red, 77 1/2c; No. 1, 77 1/2c; No. 3, 77 1/2c; No. 4, 77 1/2c; No. 5, 77 1/2c; No. 6, 77 1/2c; No. 7, 77 1/2c; No. 8, 77 1/2c; No. 9, 77 1/2c; No. 10, 77 1/2c; No. 11, 77 1/2c; No. 12, 77 1/2c; No. 13, 77 1/2c; No. 14, 77 1/2c; No. 15, 77 1/2c; No. 16, 77 1/2c; No. 17, 77 1/2c; No. 18, 77 1/2c; No. 19, 77 1/2c; No. 20, 77 1/2c; No. 21, 77 1/2c; No. 22, 77 1/2c; No. 23, 77 1/2c; No. 24, 77 1/2c; No. 25, 77 1/2c; No. 26, 77 1/2c; No. 27, 77 1/2c; No. 28, 77 1/2c; No. 29, 77 1/2c; No. 30, 77 1/2c; No. 31, 77 1/2c; No. 32, 77 1/2c; No. 33, 77 1/2c; No. 34, 77 1/2c; No. 35, 77 1/2c; No. 36, 77 1/2c; No. 37, 77 1/2c; No. 38, 77 1/2c; No. 39, 77 1/2c; No. 40, 77 1/2c; No. 41, 77 1/2c; No. 42, 77 1/2c; No. 43, 77 1/2c; No. 44, 77 1/2c; No. 45, 77 1/2c; No. 46, 77 1/2c; No. 47, 77 1/2c; No. 48, 77 1/2c; No. 49, 77 1/2c; No. 50, 77 1/2c; No. 51, 77 1/2c; No. 52, 77 1/2c; No. 53, 77 1/2c; No. 54, 77 1/2c; No. 55, 77 1/2c; No. 56, 77 1/2c; No. 57, 77 1/2c; No. 58, 77 1/2c; No. 59, 77 1/2c; 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